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Incident #71

ATIC NO. _____ DATE OF INFO 8 or 9 Oct 47
AF NO. _____ LOCATION Las Vegas, Nevada
REPORT NO. _____ SOURCE Ex AF Pilot and others'
DATE OF REPORT _____ DATE IN TO ATIC _____
TIME OF REPORT _____ COLOR _____
SHAPE Object w/ vapor trail SPEED 700-800 mph
SIZE _____ METERS
COURL East-circled to west ALTITUDE _____ METERS
NO. IN GROUP 1 TYPE OF OBSERVATION visual ground
FOUND none MANEUVERS _____
PHOTOS _____ SKETCHES _____

Temporary ATIC Form 329
(2 Jan 52)

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Aircraft
w/ vapor trail

With 104 incidents thus eliminated, there remain thirty-four which contain some evidence but have no apparent ready explanation. This statement is true only under the assumption that the evidence is accepted as reliable and accurate. When psychological and physiological factors are taken into consideration, all of these incidents can be explained rationally, as pointed out by Rand Corporation and the Air Materiel Command Aero-Medical Laboratory (see Appendix "G").

Air Materiel Command Aero-Medical Laboratory (A.M.C.A.M.L.)
212 Incidents considered)

There are sufficient psychological explanations for the reported unidentified flying objects to provide plausible explanations for reports not otherwise explainable. These errors in identifying visual stimuli result chiefly from inability to estimate speed, distance, and size.

All of the remaining 34 incidents are treated in detail in this report. These incidents form no pattern in regard to area of sighting, type of object, or manner of performance. There are indications, however, that some sightings were influenced by earlier reports, probably would not have been considered unusual or reported had there been no publicity.

APPENDIX E

Project Group

Summary of A.M.C Evaluation of Remaining Reports

VII. Summary of A.M.C Evaluation of Remaining Reports

The remaining unexplained incidents (see Appendix "F") exhibited no common characteristics. Two of them, by statements of the reporters, could not have been made had the witnesses not read of the Ft. Monmouth Incident (Incident No. 17). Most were distributed without pattern throughout the United States. A few were outside the U. S. No two descriptions of appearance or performance were exactly alike. The reported sightings occurred at various times of day and year.

APPENDIX F

In the following section of this report, each remaining unexplained incident is considered separately. It is not the intent to generally discuss the character of observers, but each case has undesirable elements which cannot be disregarded. The numerical designation is merely the catalog number of the incident in the project files.

14, 17, 21, 22, 35, 37, 40, 51, 56, 62, 64, 68, 71, 75, 76, 77, 78, 84, 121, 122, 134, 135, 151, 152, 154, 162, 163, 176, 183, 186, 193, 207, 215, 216.

Incident No. 71 — 8 or 9 October 1947, daytime, Las Vegas, Nevada. An Air Force Reserve pilot reported observing a trail appearing high in the sky at an estimated speed of 400-1000 MPH. The object producing the trail was not visible. The trail was white as a cloud, and dissipated in fifteen to twenty minutes. The object proceeded in a straight line, then it made an approximately 180° turn of radius five to fifteen miles, and proceeded away toward the direction of first appearance. The weather was described as "almost cloudless."

AIC Opinion: It is difficult to understand why this individual attached any importance to this sighting, and why he did not conclude that the trail was caused by exactly what it appears to have been; that is, an ordinary aircraft flying normally at an altitude too high for itself to be visible, but in the best altitude range to form vapor trails 20,000 - 45,000 feet.

[REDACTED]

[REDACTED]

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Incident #71 -- Las Vegas, Nevada -- 8 or 9 October 1947
(Supersedes interim report of 2/10/49)

In everything except the course flown, the description given here answers to that of a fireball. The course indicated in this incident, however, appears almost fatal to such a hypothesis. No fireball on record, to this investigator's knowledge, has been known to turn back on itself. Daytime fireballs have been observed, however, that were invisible save for a marked white cloudlike trail.

Most fireballs pursue essentially straight courses, and, in fact, apparent deviations are often caused by illusions of perspective and of a spherical sky. Real deviations are caused by effects of the meteor's encounter with the atmosphere. To execute a curved trajectory would require highly extraordinary circumstances indeed, and a meteoric explanation for this incident must be regarded as most improbable.

It is more likely that some sort of aircraft was under observation.

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[REDACTED]

[REDACTED]